

DRY NAVY BLOCKADE PROVES INEFFECTIVE

Liquor Exports From Bahamas to This Country Are Increasing.

U. S. HANDS ARE TIED

British Government Investigates Situation Before Taking Action.

WHIP HAND IN COLONIES

Halifax and Nassau Keep Up Steady Stream of Rum Runners.

Special Dispatch to THE NEW YORK HERALD, New York Herald Bureau, Washington, D. C., Sept. 10.

Business involving the exchange of American dollars for Scotch, Irish and all other sorts of liquor temporarily stored in one place or another in the Bahamas is picking up again quite rapidly after a period of comparative dullness and the expectation of some observant and thoughtful inhabitants of the British archipelago is that it will not be long before the Bahamas have at least as many millionaires as the United States can show by its income tax returns.

Meanwhile the United States Government is making no move to shut off the inward flow of liquor from Nassau and the outward flow of dollars, waiting patiently and in full accordance with diplomatic usage for the British Government to reply to the note Secretary of State Hughes sent last July, calling attention to the existing conditions and suggesting a reciprocal agreement by which, for search and seizure purposes the three mile limit should be moved eastward either seven or nine miles.

Smuggling into the United States from an imaginary line drawn between Halifax and Nassau goes merrily on daily and is increasing, according to officials of the prohibition unit, while the British Government is making a deliberate and probably a very careful investigation into the exact conditions with a wealth of correspondence passing between the Foreign Office, with which the United States has to deal, and the Colonial Office, which naturally has the last word in anything affecting either Halifax or the Bahamas. How soon the correspondence and the investigation by Great Britain will end no one attempts to guess.

Twenty Vessels Leave in Week. Occasionally the newspapers contain reports of schooners picked up here and there along the American coast and of seizures of a quantity of liquor, but in one week recently not fewer than twenty vessels left Nassau, all having the same object, the peddling of liquor to dry America. Many were bound ostensibly for Halifax, although carrying Scotch to Halifax is very much like carrying coals to Newcastle. Somewhere along the coast of New Jersey or New York the skippers of the vessels knew they would be relieved of all further responsibility as far as their cargoes were concerned.

The fleet out of Nassau differed in no way from other fleets that have sailed during other weeks, but business is brisker than it was, according to all reports. A rough estimate made at Nassau puts at 40,000 the number of cases aboard the vessels. Some of the craft have made the trip many times, but there are always additions being made to the "wet" fleet.

There is little or no concern among

THE SKILLYPOT, TORTOISE FERRYBOAT, ENDS HER DAYS

Also Known as 'The Other Side, Because She Generally Was There; Oldest Craft of Her Kind in Existence Goes Into Snug Harbor.

Special Dispatch to THE NEW YORK HERALD, Kingston, Sept. 10.—The Skillypot, probably the oldest ferryboat in active operation in the United States, will stop running next Tuesday evening, not again to resume operations. For more than a century this ferry has been operated between Kingston and Sleighsburg, across the Rondout Creek. The building of the new Rondout Creek Bridge by the State Highway Department caused such a falling off in the revenue that the ferry has not paid operating expenses since the opening of the bridge to traffic, early in May.

There has been a ferry between Kingston and Sleighsburg almost since those sections were first settled in the early days of the country, long before the Revolutionary War. Tradition says the original charter was granted by the royal Governor during the reign of Queen Anne.

The correct name of the ancient craft is the Riverside, but only the painter the Nassau liquor merchants over the activities of the prohibition navy. They have little or no trouble really, in disposing of their stocks as fast as they can ship them out. The group responsible for the fleet referred to has two commodities whose business it is to see that the cargoes are disposed of in New York or New Jersey, and they are wonderfully efficient men. Seizures are more frequent at some periods than at others, but on the whole the amount of interference is not great enough to keep the get-rich-quick residents of Nassau awake at night.

One Trip Nets \$100,000. As for profits, they continue as great as ever. The size of the flood of American dollars that is still flowing Bahamawards may be judged by the experience of one of the most successful of the island bootleggers, whose yacht recently made an outward trip from Nassau and returned with a clear profit of \$100,000 for the owner. Hence the belief that before long there will be many millionaires in the islands.

The Bahamas Government derives a revenue of about \$4 a case and its income is naturally increasing. Exports of liquor, inasmuch as none is made in the Bahamas, necessarily implies imports. The figures show that imports have increased. So true is this that the Nassau Government has found it expedient—in fact necessary—to erect a number of bonded warehouses to supplement the storage facilities afforded by the many private warehouses erected since the United States went "dry."

How the Bahamas Government is expending some of its income through the great harbor deepening project and otherwise, has been told, as has the story of the great new hotel, the electric light plant and the building of money from hazard has the business become that former heads of the police department, government officials and even ministers have relinquished positions paying fair salaries to share in the profits incident to supplying thirsty Americans with liquor.

Some Action Expected. While the text of the Hughes note to Great Britain has never been made public it is understood that besides explaining the existing situation it suggested that Great Britain agree to a reciprocal arrangement whereby search of vessels would be permitted to a specified limit of ten or twelve miles from the coast, it being understood that the agreement was simply between the two countries and did not in any way vitiate the generally accepted interpretation of "territorial waters."

It is quite freely admitted that Great Britain has the whip hand and can refuse to consent to any variation of the international agreement regarding "territorial waters" on the theory that such an agreement would be an interference with sovereign rights on the high seas, of which she has invariably been jealous. But the delay and the fact that the British Government is making an investigation may mean that some action will be taken.

It may be said that the United States Government feels that certain abuses or common practices greatly aggravate the

who traced the letters on the side of the boat knew her by that name. The term Skillypot is a corruption of an old Dutch word which means tortoise. The ferryboat resembled nothing more than a huge tortoise on its back. Her speed and shape made the name Skillypot most appropriate.

In the days that preceded the steam age the craft was operated by man power, and later became a horse ferry, the motive power being furnished by a team of horses on a treadmill.

Even the oldest inhabitant cannot recall the year the present ferryboat started running. The Skillypot is probably the only chain ferry in this section of the country.

Tourists also adopted the title of "The Other Side" for the Skillypot, due to the fact that whenever they wanted to cross the creek she was on the other side. The elimination of the ferry will mark the passing of another old-landmark in Ulster county.

For instance, one set of papers may show the vessel is bound from the Bahamas to Halifax and another set may show that she is bound from this Bahamas to New York in ballast. As the particular occasion may require, at time of interference, either set of papers may be flashed. If the vessel is inside the three mile limit, after the cargo has been disposed of outside that limit, then the New York papers are in perfect order. If she is outside the limit the first set of papers is clear enough evidence that she is not bound for an American port. Nine times out of ten the prima facie evidence may show the smuggler to be just exactly what he is, while his clearance papers show him to be innocent of even the intent of wrongdoing.

This is a phase of the situation which the British authorities may take cognizance of. Should the practice of issuing more than one set of papers be stopped the rum runners would have more difficulty than they have now, but their difficulties would only be increased if direct ratio to the activities of the dry navy of the United States.

While the public may not generally realize it, the officials of the prohibition forces here, and many others, know full well that ever since the Volstead act went into effect there has been a well defined and much used ship lane between Halifax and the Bermudas and Bahamas. Ships have been leaving Halifax with great regularity, laden with Scotch whisky for the Bahamas, and on the other hand ships—sometimes the very same ships—have been leaving the Bahamas, laden with Scotch whisky and bound for Halifax.

COLLEGES ENROLL MORE THAN EVER

Leading Institutions Taxed to Capacity by Rush to Enter.

NEW RECORD AT YALE

Entering Class at Princeton Will Be as Large as Facilities Permit.

INCREASE AT WELLESLEY

Enrollment at Vassar Virtually Same as Last Year—Smith's Figures Rise.

A census of eastern college enrollment, taken by THE NEW YORK HERALD shows 1922 figures will exceed 1921 and in most cases will be the heaviest since before the war. Leading institutions report that admissions are limited to accommodations and that many applicants cannot be accepted for that reason.

Yale.

Special Dispatch to THE NEW YORK HERALD, New Haven, Conn., Sept. 10.—Yale is preparing for its greatest year. President James R. Angell will return to New Haven this week for the opening of the university, September 28. While exact figures are not yet available, enrollment is expected to show large increases. Both Sheffield and academic freshmen classes will be record ones. The student body will be more representative of the nation than in years past. A number larger than usual has enrolled from the South, Middle West and Far West. The number of foreign students also has increased. Many improvements have been made on the campus during the summer.

Princeton.

Special Dispatch to THE NEW YORK HERALD, Princeton, N. J., Sept. 10.—Out of approximately 1,600 applicants for admission Princeton will enroll 660 freshmen this year. The number of new men admitted is 550, as compared with 347 for 1917. About 100 men will transfer into the freshman class out of 409 applied for that privilege. The class of 1926 will be as large as the facilities of the university permit.

Harvard.

Special Dispatch to THE NEW YORK HERALD, Cambridge, Mass., Sept. 10.—Exact figures showing the enrollment at Harvard for 1922 will not be available until after September examinations. It is

believed the entering class will exceed last year's freshmen class in number.

Wellesley. Special Dispatch to THE NEW YORK HERALD, Wellesley, Mass., Sept. 10.—Conditions indicate a slight increase in the number of students at Wellesley this year. The enrollment will be larger than in pre-war years if special students, who were admitted then but not now, are disregarded.

Union.

Special Dispatch to THE NEW YORK HERALD, Schenectady, N. Y., Sept. 10.—Three hundred and eighty applications for entrance have been received by Union College this year. Of that number 250 were accepted, as the facilities of the college are limited. Last year 245 applications were accepted out of 341. In the last pre-war year 219 applications were received and 170 accepted.

Pennsylvania.

Special Dispatch to THE NEW YORK HERALD, Philadelphia, Pa., Sept. 10.—Estimated enrollment at the University of Pennsylvania this year is 14,000. This is an increase of about 1,000 over last year and of 5,000 over the biggest pre-war year.

Vassar.

Special Dispatch to THE NEW YORK HERALD, Poughkeepsie, N. Y., Sept. 10.—Enrollment at Vassar this year is approximately the same as last year. The freshman class will number about fifty more students than any pre-war year, because accommodations have been increased to that extent.

Williams.

Special Dispatch to THE NEW YORK HERALD, Williamstown, Mass., Sept. 10.—Williams will enroll its largest freshman class this year. The exact figures will not be available until after registration closes September 21.

Bowdoin.

Special Dispatch to THE NEW YORK HERALD, Brunswick, Me., Sept. 10.—Enrollment in the freshman class at Bowdoin College this year is slightly larger than last year and about one-third larger than the largest pre-war year, 1916.

Dartmouth.

Special Dispatch to THE NEW YORK HERALD, Hanover, N. H., Sept. 10.—Enrollment figures this year and last year at Dartmouth are greatly in excess of pre-war years, and thousands more men have applied than can be admitted. The number entering is limited to the accommodations.

Smith.

Special Dispatch to THE NEW YORK HERALD, Northampton, Mass., Sept. 10.—No exact figures on enrollment at Smith will be available until September 26. The total will be somewhat larger than last year and probably 25 per cent. greater than the largest pre-war year, 1914.

CHARITY MOTOR STOLEN.

Thief Takes Machine Used to Feed Idle.

Miss Edith Jones, deaconess in charge of the feeding of unemployed conducted by the Pillar of Fire Church, 123 Sterling place, Brooklyn, said yesterday that a small sedan belonging to the society and which she had used to gather supplies for the church mission and for the unemployed kitchen, had been stolen on Saturday afternoon near Livingston and Bond streets, Brooklyn.

The police have been asked to search for it. The license number is 647,294 and the motor number is 5140707.

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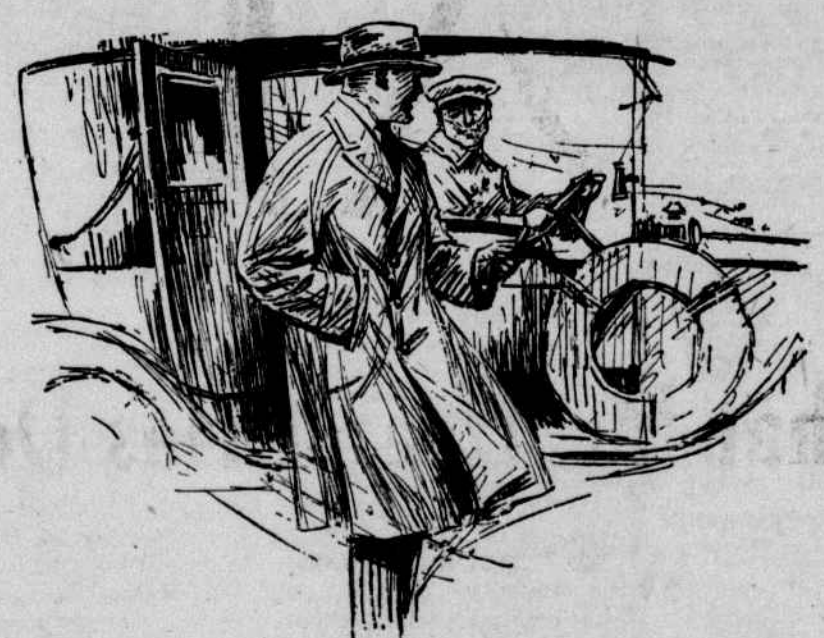
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